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AN ADDRESS,

TO THE

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LEEDS & LIVERPOOL

CANAL COMPANY,

ON THE

PROPOSED DEVIATION OF THE LINE OF

THAT CANAL,

BY

BLACKBURN, CHORLEY, & Co.

BY THOMAS WHYMAN. K

PRESTON:

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E Dono Auctoris

Johann Adamy
1795.



ADDRESS, &c.

HAVING, at different times, since the Resolution of the Company to complete the Canal was entered into, been honoured by a communication of the proposed Plans for that purpose; and conceiving that the observations of all persons, Proprietors or not, would be duly attended to by your Committee, and others who have the management and direction of this large and useful concern; I thought it my duty at a Public Meeting of the Proprietors at BRADFORD, in July last, being fully convinced of the pernicious consequences which must inevitably follow the adoption of the Deviation in the Line of the Canal, which had some time before been proposed, to state in the best way I was able, to the Meeting, my reasons for such my apprehensions.

One principal object which induced me to this, was a hope that, at all events, a

further and more complete investigation of the subject would be promoted, than was afforded by the *imperfect and erroneous* report of a select Committee, which had some time before been published, and which was then considered as the foundation on which the Resolution to deviate had been, or was to be, adopted. Although I then stated and endeavoured to shew, and shall do so now, that the Report above alluded to, was *imperfect and erroneous*; yet I did then, and do now, disavow all intention to reflect upon the individuals who composed that Committee, having great personal respect for them:—and my desire being merely to investigate the truth in a matter of such infinite consequence to the Company and the public.

Since the meeting at BRADFORD, no such inquiry as I hoped to promote, has taken place; nor have the further consideration and examination of the subject by me, since that time, rendered less strong the conviction upon my mind of the bad consequences which must ensue from the Deviation, but on the contrary, have fully confirmed it.—

I have

I have also since found that several other Proprietors who have thought proper to take the trouble of enabling themselves to judge upon the subject, are equally alarmed with the impropriety of the Deviation; but, what seems of infinitely greater weight, the late Mr. HUSTLER (and I trust no man, or set of men, who knew him, and the unceasing attention he gave to this concern for at least twenty of the last years of his life, will feel the smallest offence at the just tribute here paid to his memory) after the most mature deliberation, founded on the strictest and most impartial inquiry into all the relative advantages and disadvantages attending both the Lines, was not only himself fully convinced of the propriety of pursuing the Parliamentary Line by WHALLEY, but found no difficulty in bringing the like conviction home to the minds of those with whom he acted, as well as the Proprietors at large.

It is to be lamented that this Concern has lost so useful and able a promoter as he was; and on no account more than the immediate check he would have given to the proposal

for a Deviation, by shewing its inexpediency. And yet it is fortunate enough, that his decided opinion upon this subject, was once thought so material by him, that he was at the trouble of publishing it, with the reasons on which it was founded.—These appear now, as they proved then, unanswerable; but as they are in the hands of very few Proprietors, and as many Proprietors who live at a distance, and have not attended to the Concern, are no judges, and probably are not aware, of what infinite injury the proposed Deviation (if adopted) may be to the Company, I have resolved, at the desire of several Proprietors, thus to make public my reasons for thinking the Deviation will be so prejudicial; principally that I may have an opportunity of setting before the eyes of the Proprietors at large, the arguments against the Deviation, which were with such full conviction urged by Mr. HUSTLER down to his death.—The public opinion of a man so well informed upon the subject, is the property of the public; and if they omit to use it, or know not how to appropriate it, it is their own misfortune.

It

It may be proper, for the information of some Proprietors, to state, that the leading and highly important object which directed the original Proprietors of this undertaking in fixing the Line of the Canal, was the great and mercantile seaport towns of HULL and LIVERPOOL, *a “*short, certain, safe, cheap, and commodious conveyance of goods and passengers across the kingdom, from sea to sea ;*” and from this communication they justly reckoned upon the greatest profits to the Company, and advantage to the kingdom at large. By the Canal thus considered, as uniting the East and West seas, they reasonably supposed the port of HULL, and the East part of the kingdom, would be plentifully supplied with the commodities of IRELAND and AMERICA, and, in short, whatever was imported at LIVERPOOL, and in like manner LIVERPOOL and the West part of the kingdom would be so supplied with Timber, Iron, Hemp, and other commodities, imported at HULL.

* See Mr. HUSTLER's Summary View, published in 1770, pages 11, 12.

“ Upon

“ Upon * the whole the advantages arising
 “ from this Navigation, from sea to sea,
 “ were so many, and so various, and of
 “ such prodigious value to the kingdom in
 “ general, as well as these countries in particular,
 “ that it was difficult, if possible,
 “ to form a full idea of them.”

With this important view too, of the Canal being found useful, and of course profitable, beyond all conception, as a thorough communication, it was made twice the width, and much deeper than mere inland Canals are usually cut ; in order that vessels of such size as could safely navigate the HUMBER, might also pass the Canal, and so prevent the necessity of unloading :—the company by this means putting themselves to immense additional expence for the accommodation of the thorough trade only.

Although the union of the two seas was thus deservedly the grand design of the Company, and the line of the Canal principally attended to with that view, yet it fortunately happened, as was shewn at the commencement of the Canal, that the ad-

* See same Pamphlet, p. 12.

vantages of the then proposed line would be equally great, considered merely as an inland navigation.

Soon after the first application to Parliament, and before the first act for making the Canal was obtained, a scheme was promoted * “ for making the
“ Canal from the Basen near COLNE, by
“ BURNLEY, BLACKBURN, CHORLEY
“ and WIGAN, in a curved line of
“ above twenty miles longer ;”—the line at that time so proposed being the same line as is now proposed†. However it was then marked with the strong and decided disapprobation of the Proprietors at large; for the same reasons, amongst others, which ought at once to determine the Proprietors to disapprove of it now, those reasons, besides others, as will be hereafter shewn, still existing in full force.

This opposition which was then made in favor of a Deviation from the line which was first adopted, rendered it necessary, in the

* See Postscript to same Pamphlet, p. 2.

† If there be any variation in the two lines, it is no more than what will merely arise from the different modes pursued by two different Engineers.

opinion of Mr. HUSTLER, and the first promoters of the Canal, to lay before the public, the principles upon which they acted, in giving directions to the engineers, which, they declared, were, among others, as follows.

* “ That as one important object of
 “ the undertaking was to make a safe,
 “ expeditious, and cheap communication
 “ betwixt the East and West seas, as well
 “ as all the intermediate places, and mutually to supply the wants of one part of the
 “ island with the spare produce of the other,
 “ both natural and artificial, and of foreign
 “ merchandise imported at HULL and
 “ LIVERPOOL, it should be planned upon
 “ the lowest ground which the face of the
 “ country would admit of,” for the reasons there stated ; and amongst others.

“ Because the shorter, cheaper and more
 “ expeditious the conveyance is betwixt
 “ the two extremes, the more extensive the
 “ carriage will be from these quarters.

“ Because the towns and villages, and all
 “ the coal-works, &c. in the neighbouring

* See same Postscript, p. 3.

“ country,

“ country, will be much better served by
 “ Branches drawn to considerable distances
 “ on each side, and also by roads and wag-
 “ gon-ways from the collieries and other
 “ works on the higher ground ; even the
 “ port of LIVERPOOL will be cheaper, and
 “ more plentifully served with coals, than
 “ by the round-about course proposed. And
 “ as all experience proves that people always
 “ seek the cheapest conveyance of their
 “ goods, to and from market, &c. this
 “ Canal will evidently be more plentifully
 “ supplied with carriage, than if it was pos-
 “ sible to wind it about to every town and
 “ village through the country.”

Because by measuring the distance of the
 several principal towns from LIVERPOOL
 and LEEDS, by each proposed line, it ap-
 pears that they will all of them be nearer both
 those places by the old Line, and branches
 from it to the respective towns, by several
 miles, than by the new proposed Line.

* “ Because those branches would not
 “ cost a third part of the money, which their
 “ new line would cost, more than the old

* See same Postscript, p. 4. 5.

“ line

" line as now settled ; and on a view of the
 " whole, the first object in this great un-
 " dertaking, viz. a short, safe, and cheap
 " communication betwixt the two extremes,
 " LEEDS and LIVERPOOL, will be
 " best effected by it ; and all the interme-
 " diate parts, cheaper, and more expediti-
 " ously served, and a more general commu-
 " nication effected through this extensive
 " manufacturing country ; from which it
 " is evident, that this line is incomparably
 " better calculated for the general service
 " of the country ; will command a greater
 " tonnage ; and, of course, is much more
 " promising to the undertakers.

* " And it may be proper to remark, in
 " answer to the objections of the proposers
 " of the said new Line, that the old one,
 " which is the line generally approved of,
 " goes over, or nearly adjoins upon, the
 " great collieries at proper distances only,
 " which will occasion coals to be frequently
 " carried profitable distances upon it ;
 " whereas, the new line by passing through
 " the coal country almost the whole way,

* Same Postscript.

" would

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" would have no coals brought upon it but
 " towards the ends. That lime and lime-
 " stone, capital articles, will be in demand
 " as much upon this line as the other ; and
 " including the branches, will supply a
 " more extensive country ; it being evident
 " to every person that is acquainted with
 " the great improvement from lime, used
 " with judgment as manure, and who
 " views the land through LANCASHIRE,
 " that almost every acre of it on this Line,
 " would be greatly enriched by it, and that
 " when by the cheap conveyance upon the
 " Canal it is delivered at a low price, in-
 " conceivable quantities throughout the
 " country will be called for, and immense
 " improvement ensues."

Such was the just and fair reasoning of
 Mr. HUSTLER, and those promoters of
 the Canal, in opposition to the Line now
 proposed, when it was formerly attempted,
 and so conclusive and satisfactory was it at
 that time conceived, that it seems very ex-
 traordinary, a scheme so effectually scouted,
 should not only be again brought into
 agitation, but with such success as nothing

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but

but the energy of the Proprietors at large, can apparently prevent it being adopted.

It will not be improper now to remind you that Mr. HUSTLER, in the year 1789, when a proposal was made and warmly approved, for finishing this great undertaking, gave you unequivocal proofs of his opinion still being the same, although he was aware, as appears by a plan which he then exhibited to the Proprietors, shewing the communication of this Canal, with others then made, or expected to be made, of nearly all the Canals which have since been projected, though not on the exact lines on which they might be cut*. At that time he reminded you, by an Address, that the undertakers of the Canal reckoned upon the great thoroughfare trade, betwixt the East and West seas, as that from which *the* principal part of their profits was to arise. In answer to the plausible and delusive arguments for taking the Line itself round by

* See this plan, for which the Company voted Mr. HUSTLER their thanks, and ordered it to be engraved at their expence, and copies distributed among the Proprietors.

the principal towns, he told you truly,—
 “ that the interest of the neighbouring
 “ towns, upon the Line, will be an irresist-
 “ ble inducement for them to make the
 “ junctive Canals, proposed and suggested
 “ in the plan.” In the tenth section of
 that Address, he alluded again to the im-
 portance of the thoroughfare trade; and in
 the eleventh he mentions the immense quan-
 tity of Lime, which there was the utmost
 certainty would be called for in LANCA-
 SHIRE; of course meaning on the line then
 adopted.

In the Report of the Select Committee,
 composed of Mr. HUSTLER, Mr. W.
 BIRKBECK, and Mr. PRIESTLEY, in Oc-
 tober, 1789, you were assured, as the prime
 inducement to exert yourselves in continu-
 ing the work; “ *that the original grand*
 “ *object of making a communication between*
 “ *the East and West seas, which hitherto*
 “ *has been defeated, will be obtained by*
 “ *completing the Canal.*” In the next
 succeeding articles, the immense conse-
 quence of such communication between the
 East and West seas, is again pressed upon

your attention; and afterwards the Committee think fit particularly to state as a further principal object, the great demand there will be for *coals Westward of COCKBRIDGE, along the line to PRESTON*, and for all the intermediate country on the North-side of the Canal through BOLLAND, CHIPPING, LONGRIDGE &c. *between thence and CLITHERO*. They also take notice of an extension of the Canal from NEWBROUGH to ECCLESTON, as being likely to be beneficial in affording among other means, a more abundant supply of coals to LIVERPOOL.

Since the death of Mr. HUSTLER, the proposal for the exploded round-about line has been revived, and upon a reference to a select Committee to make inquiry into, and report the advantages and disadvantages of, this proposed line, and of that adopted under the repeated approbation and advice of Mr. HUSTLER, (the former for the sake of distinction, being now called the Deviating, and the latter, the Parliamentary, Line); it is astonishing to find that Committee proposing the deviation opposed with such

such success by Mr. HUSTLER, and reporting the following as facts :

That a junction with the BOLTON Canal will open a communication with the most populous part of *Lancashire*, and with an extensive district destitute of lime-stone and marl, and in which the *demand for lime*, by this Canal, *will be very great*, and it cannot at present be had, but at great expence. The proposed deviation, necessary to form such junction, will pass immediately by BURNLEY, BLACKBURN and CHORLEY, without the intervention of other Canals.

Its whole length lies in a populous and manufacturing country.

That at the East-end it goes through the valuable collieries between MARSDEN and HENFIELD, and at the other end will connect with the extensive coal and canal mines between CHORLEY and WIGAN.

The middle part of it will go near the great Stone Quarries near HASLINGDEN.

That the middle parts of the line of deviation viz. from ACKRINGTON to CHORLEY (in the centre of which lies the great

great manufacturing town of BLACKBURN) and all the adjacent country are in want of coal, and may be conveniently supplied with it from each side of *Burnley* at the one end, and from near *Wigan* at the other.

The report of these gentlemen as to the parliamentary line is :

That from *Newbrough* to near *Whalley*, an extent of about twenty-five miles, it goes through a country of marl, like unto that through which the Canal from *Newbrough* to *Liverpool* passes ; “ where the experiences of fifteen years has taught us no lime will be used for tillage.”

That through the whole of this extent, and for some miles Eastward, the country is thinly inhabited and destitute of trade ; a small district near *WALTON* only excepted.

That neither coal, nor any other produce which can be of much benefit to the Canal, is to be met with in this part of the line.

That from the want of trade and inhabitants, the consumption will be small in
every

every part of it, except at Bamber Bridge, where there will be some demand of articles for the neighbouring manufacturers, and for Preston, three miles off.

You are further told by this Committee:

That no regular survey of the deviating line had then been made ; but they were inclined to believe the *difficult and expensive* parts of the work on each line *may nearly balance each other ; perhaps* those in the deviation may collectively amount to more ; yet *nothing* in the deviated line *will equal* the passing round WHALLEY NABB, and through the bad ground on the East side of it, and over SHOWLEY VALLIES.

And afterwards—they conclude,

That as no account of the Survey of the deviation was finished, no *accurate* statement of the difference in the expence could then be made ;—but the engineer was of opinion, the expence of the deviated line would

would *not exceed* the parliamentary one more than *eight or ten thousand pounds*.

The Committee, in observing upon the advantages and disadvantages of each line—
state,

That the *noble and leading* object in the *original design*, viz. *the connection of the East and West seas*, induced the first promoters to adopt the shortest line, without respect to the country through which it might pass;—but in the present circumstances, the advantages which this Canal might have derived from thence, are likely to be divided by a rival Navigation, between the same ports, through the intended *ROCHDALE Canal*; which will be fifteen or sixteen miles shorter than ours, and passes through a country full of manufactories and people.

That by the prodigious and amazing increase of trade, and consequent populousness in those parts of the county of Lancaster, which the deviation passes through, or connects, *the internal business* is now become
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an object of much greater magnitude than formerly.

That provided the deviation be adopted, the articles carried from LEEDS to LIVERPOOL, will be subjected to *some* augmentation, both in expence and time of conveyance, by reason of the increased distance; but from what is mentioned in the two last paragraphs, *it is presumed*, the Company will *not suffer materially* thereby.

Having thus stated fully every thing which has been written upon the subject, to my knowledge, and particularly the report on which the proposed deviation is founded, it shall be my business to endeavour to shew more plainly than has hitherto been done, that the most material parts of that report have their reliance on mistaken facts; and that many other real facts and circumstances, very material and necessary to enable you to judge of the Deviation being advisable or otherwise, have not found their way into this report.

If it shall then appear, as I am convinced it will most clearly, that the communication

tion *in heavy articles*, with the district alluded to, will not be forwarded or increased by the Deviation, and that you will by the Deviation lose infinitely greater advantages, than can ever be gained by it ; or if the latter only should appear well founded, no unprejudiced Proprietor will afterwards contend for its being prudent to persist in making it.

As far as relates to the consumption of *Lime*, and all such other heavy articles as are an object of water-carriage by the town of BLACKBURN, and all the country *Eastward* to the point of Deviation, and *Northward* to the Parliamentary Line of the Canal ; as well as *much* of the country *Southward* and *Westward* of BLACKBURN, there can be no fear of contradiction from any person who knows the country, to the assertions, that that consumption must and *will at all events be* supplied by your Canal upon the old Line, either by means of a Cut to join it, or without ; so that as far as the consumption of that

that country goes, you would, in no event, gain any thing by the deviation*.

Then as to the consumption of the lime, and other heavy articles (coals for this consumption will afterwards be shewn to be entirely out of the case) by the towns of CHORLEY and BLACKBURN, and the adjacent countries, and so forwards on the line of the BOLTON and MANCHESTER Canal, the deviation will certainly not assist you to supply it. For although your Committee has not thought fit once to hint at the Canal from LANCASTER into this country, yet I need not inform most of you, that such a one is in contemplation, and that an act of Parliament was, last session, actually passed for making it.

This Canal when it is completed to or near Bolton, will, from near Chorley, run in a paralel line with your deviation to the

* "Lime and Lime-stone, capital articles, will be in demand as much upon this line, as the other; and including the branches, will supply a more extensive country."—Former quotation, p. 10, from MR. HUSTLER's address.

neighbourhood

neighbourhood of Bolton, the two lines being generally within the distance of a mile or less of each other ; of course it may be reasonably supposed, the Lancaster Canal will *therefore* participate * with yours in the supply of such heavy commodities, for the consumption of those places as can be supplied by it. You will perhaps be told, that the making of the Lancaster Canal will be a very difficult and expensive work, and, in all probability, never can be completed. Of that I pretend to be little judge. In this age of enterprize it does not seem an easy matter to ascertain the limits of human exertion ! But if this Canal *should never be completed* to or near Bolton, and if it ever be, *until the time* that it be so completed, the consumption of *Chorley, Bolton,* and all that country, and so forwards along the line of the *Lancaster Canal*, in lime

* This would be the case if the Lancaster Canal could only supply the consumption of lime upon *equal* terms with the other Canal ; but it is afterwards shewn, it will be able to supply it on much *easier* terms, and therefore will have *all* the trade.

and

and other heavy articles (coal excepted) must and will be supplied by your Canal upon the *old line*, either by branches from it, or without : so neither will you gain any thing, in this respect, by the deviation, if the *Lancaster Canal* should never be completed. And after the *Lancaster Canal* is completed, it is as certain, that the proposed deviation is not better adapted, nay not so well, as the parliamentary line, to enable you to be the carrier of Lime and other heavy articles for that consumption. The trade upon the *Lancaster Canal* must evidently be in a great measure confined to Coals from BOLTON and that country, to GARSTANG, LANCASTER, KENDAL, and thole countries where that article is exceedingly scarce. These countries affording no back-carriage of equal burthen, but Lime-stone, it is therefore as evident, that article must of necessity be carried, as back-carriage, by the *Lancaster Canal*, at such rate of tonnage as can be gotten for it, so long as any trade in coal is carried on upon that Canal. This would be the case, if

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lime

lime were less wanted at BOLTON, &c. than it is ; but it being an article of great consumption and want there, nature has provided a certain carriage both ways, upon the Lancaster Canal, which never can fail : for if the lime-stone upon that Canal, cannot afford *a high* tonnage, it will be carried at *a low* one, so long as the scarcity for Coals exist Northwards.

In order to enable you to *share* this trade with the Lancaster Canal, you must of course be able to supply it as *cheaply*; but before you can expect to carry it on, in *exclusion of that Canal*, the advantages attending the supplying it by yours, in preference to it, must be made appear to be such, as the most sanguine of the Proprietors will hardly hope for. To enable you to participate at all in this trade, it will scarcely be denied, that the carriers of lime and other heavy commodities to BOLTON, &c. upon your Canal, must loaden their boats with some other commodity, of nearly the same burthen, for back-carriage, for which they should be able to find an equally advantageous

tageous scale, in the country from whence they carry their lime, &c.

But let me ask, what this heavy article to be taken in at BOLTON, or in that country, as back-carriage, and upon which the *existence* of the trade itself thither *so absolutely and entirely depends*, is to be? You will hardly be told, that there is any reliance upon merchandize merely, as back-carriage; the tonnage of that cannot be of any such extent, *either way*, and most likely will be equal or nearly so, *each way*.

It seems to be insinuated in the report of the last Committee, that coals are to be brought to Blackburn, as back-carriage; but one most material error of fact, into which the Committee have fallen, need only be stated to convince you, that no such back-carriage can be expected; and *that is, that instead of there being no Coal between Ackrington and Chorley in the deviated Line, (as stated in the last report) it scarcely goes the length of a mile without it.* Mr. HUSTLER was fully aware of this fact, when he made the remark, which
was

was before quoted, “ that the old line goes
 “ over or nearly adjoins upon the great co-
 “ leries at *proper distances only*, which will
 “ occasion coals to be frequently carried
 “ profitable distances upon it ;” whereas the
 new line, by *passing through the coal coun-
 try, almost the whole way, would have no
 coals brought upon it, but towards the ends.*
 CHORLEY is the most Westerly place, and
 ACKRINGTON is the most Easterly place
 on the deviated line, where the Committee
 have thought fit to create a *great want* of
 coal, to be supplied by the Canal ; and
 they might, with as much reality, have
 created a “ great want” of that article, upon
 any other part of the Canal which produces
 it most plentifully. Both * those places
 are not only close surrounded with coal, but
 with coal of the best quality, and in quan-
 tity inexhaustible ; and there is not only,

* There is Coal now open and getting, in Al-
 tham and Clayton, adjoining to Ackrington on
 one side, and in Church and Ackrington itself,
 Oswaldwistle and Rishton on the other.

throughout

throughout the whole of the intermediate country, coal already discovered, but great abundance of it*.

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* To begin at ACKRINGTON, and trace the line of deviation Westwards, you will find it immediately going through the township of Oswaldtwistle, and thence through Rishton; the latter being great part of it the property of Lord PETRIE; in both which there is known to be Coal, in the latter, of the thickness of four feet four and a half inches, and in the former of greater value. Thence it will go through, or close by the side of the township of Little Harewood, all, or very great part of it, the property of Major CLAYTON, where you again touch upon Coal; and though the rearing bed of about four feet thick, has only hitherto been discovered, yet there are very strong appearances of another mine of greater value. The line then passes through the townships of Blackburn and Lower Darwen, in the former of which no coals, (except a small shell bed of no value) have been discovered; but in the latter there are two beds of Coal, the one half a yard, and the other a yard thick; in Higher Darwen and Eccleshill, which adjoin to

It is not pretended, that there is even any possibility of a failure, of the most abundant supply of the best coals for the Canal, in the mines through which it passes on the East-side of Ackrington, otherwise that might have afforded some reason for extending it further through a coal country.

If then there will be no demand for Coals to be brought from the neighbourhood of Bolton, into the neighbourhood of Blackburn, or to the East-end of the deviation, that article must fail to afford back-carriage ; and the vessels laden with limestone from Craven to Bolton, must return empty to some coal-pit near Burnley, before

Lower Darwen, there is also very good Coal Mines. From the township of Darwen, the line would go through Livsey, and some other small townships, until it passes through, or by the side of Brindle, belonging to the Duke of Devonshire, the termination of which extends to within a mile or two of the township of Chorley.

In Livsey, and in Brindle, there are several very valuable beds. Can this then be called a country "in great want of Coal?"

they

they could, with any advantage, ship coals from Craven. Such must be the disadvantages of the Lime Trade to Bolton, along the deviation, that they would not suffer it to be carried on at all. And clear it is, for the reasons already given, it never could keep up any sort of contention with the Lancaster Canal when completed, as that Canal will be always sure to afford carriage both ways.

The HASLINGDEN *Stone Quarries* are mentioned in the Report, as if the advantages to be derived from them, upon the deviated line, would be some inducement to adopt it. The *particular* advantages are not set forth, and such as they are, both lines will reap them, and nearly in an equal degree; the two lines being not much more than a quarter of a mile asunder, at the places where the produce of those Quarries must be shipped, upon the Canal, on both lines; so that these stones would only be to convey that distance by land-carriage, upon an easy descent, (and that in carriages which would bring them in exchange for
lime

lime, more upon the one line than the other ; and, upon the new line, the trade in them Westward, as well as in lime, would be prevented for want of back carriage.

Having thus observed *upon the deviated line*, I must beg leave to call your attention to *that part of the Parliamentary Line*, which you will desert by the Deviation, viz. between WHALLEY and NEWBROUGH, and the adjacent country ; for although the deviation begins near the township of COLNE, much further East than WHALLEY, yet the two lines continue to within about three miles of the last place, so near one another as to go through the same country, and equally within a convenient distance of all the great coal-mines Eastward of COCKBRIDGE ; excepting that the *Parliamentary Line*, being considerably the lower, the coals from those mines will be much more readily, and at much less expence, shipped upon it, than the proposed *deviating Line*.

It is admitted on all hands, that by making the deviation you will lose the supplying

plying of the consumption, of the whole of the Line between WHALLEY and NEWBROUGH, and the adjacent country, great part of which, for a very wide extent, is much in want of coals, lime, &c. as the deviated Line will approach no nearer that country than the parts from whence it is at present supplied by land carriage. But then, your Committee depreciate the consumption of this country, by representing it as a country very thinly inhabited, destitute of trade, as well as of coal and lime, and of every other produce which can be of benefit to the Canal:—and, to anticipate the expectation which will naturally arise in every mind, that at all events there must *be a very great demand for lime, for manure at least*, throughout this wide and extensive country; it being nearly all in a state of cultivation: You are told—“That it is a country of marl, such as that through which the Canal from NEWBROUGH to LIVERPOOL passes, where the experience of fifteen years has taught you no lime will be used for tillage.” It is not material

terial to direct your attention to the question, whether marl is produced upon one line, and not upon the other, or not, as it must be known to many of you, that so far is marl, in any country, from superceding the use of lime, as a manure, that it cannot to any advantage be often repeated; and upon no land is lime more necessary, nor does it answer upon any land with greater advantage, than upon land which has been long in a state of tillage by marl.— You are not therefore to attribute the little demand you have already found for lime as a manure, between LIVERPOOL and NEWBROUGH, to its being a country productive of marl, but to the true reason, which is, that you have not hitherto been able to supply that country with lime at all; or at least you could not afford it at such a price as to enable the Farmers *there*, or the Farmers *in any country*, to use it as a manure.* If you should be prudent enough to

* The price of lime at present between Liverpool and Newbrough is no less than from eight-pence to nine-pence the Winchester bushel, to which is

to pursue the Parliamentary Line, and so open a communication with the CRAVEN lime rocks, there can be no doubt of the demand for lime in the country between WHALLEY and NEWBROUGH, as well as between NEWBROUGH and LIVERPOOL, being as great as ever was expected, and Mr. HUSTLER, in his address to you about the year 1789, (*after twelve years experience of what had happened between Newbrough and Liverpool*) calculated, “that on a clear investigation and comparison of the lime trade in Yorkshire, with what there is the utmost certainty will be called for in Lancashire, which is destitute of lime stone, in this district of *sixty miles square through which the Canal passes*, the tonnage of this article cannot make less than *ten thousand pounds per annum.*” Surely then, these considerations will be sufficient to arrest

to be added, the expence of carting it from the Canal. Therefore the expence of liming land in that country, at this price, would amount to as much as the absolute purchase of the land.

your

your attention to the subject, and prevent you from deserting the old Line, for one which seems attended with no comparative advantages, but on the contrary, with ruin to the concern.

Your last Committee have fallen into another mistake, in stating that the country West of WHALLEY, along your old Line as far as NEWBROUGH, is destitute of trade and inhabitants; many parts of that country being as full of trade and inhabitants as that through which the new Line is proposed to go.

This country is not of less consequence *now, than it formerly was*, when you were told by Mr. HUSTLER, that lime and lime-stone would be in as great "demand" on this line as the other," nor than it was in 1789, when your Committee, who with only three years less experience than your Committee in 1792, did not forget, with great propriety, to point out to your attention "the *large trade* which would be "carried on in coal from the *mines between Barrowford and Cockbridge West-*
wards,

“wards, along the Canal, for the supply
 “of PRESTON, and all the *intermediate*
 “country on the North-side of the Canal
 “through Bolland, Chipping, Longridge,
 “&c. and between thence and *Clithero* ;”*
 and yet you are now preparing to desert
 this trade and are persuaded “the con-
 “sumption will be small *in every part* of
 “the Line except at *Bamber Bridge*,
 “where, it is confessed, there will be some
 “demand for the neighbouring manufac-
 “tory, and the town of PRESTON.”†

The advantages to the Canal arising from
 the want of coal and lime Westward of
 WHALLEY, upon the old Line, must be so
 evident to all the Proprietors, that it would
 have been thought almost insulting to their
 understandings to observe it, had not this
 circumstance been mentioned by the last
 Committee in their report as an induce-
 ment to desert it. The want of these
 articles is the circumstance that renders this

* This Committee consisted of Mr. Hustler,
 Mr. William Birkbeck, and Mr. Priestley ; and it
 is remarkable, that the two last were of the Com-
 mittee who signed the report of 1792, so often
 alluded to.

† Report of Committee in 1792.

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country

country the most desirable that the Canal can pass through, having passed through one abounding with both, "at a profitable distance."—It is the opportunity of supplying the want of a large country, with the abundance of another at a distance, that must make a Canal useful, and of course profitable, and it is the wants of this country that would always ensure loading both ways, to the vessels navigating the middle part of your Canal.*

Having now stated to you some of the objections which occur to the changing of your Line, considered with regard to the consequences which *must certainly* attend your *inland trade*, it remains to consider how it will affect your *thorough passage*

* A boat from Craven with lime might either discharge its loading with advantage, at almost any place between Burnley and Westwards of Whalley, and immediately return with coals to Craven; or the lime might, with advantage, be carried forwards to the West-end of the Canal, and there exchanged for coals; a ready sale for which would be found along the line to near Whalley, and a new cargo would be taken in again betwixt and Burnley for Craven; and the like in a great measure with regard to slate from Haslingden.

from

from sea to sea, so often called the *grand*, the *noble*, the *principal*, design of your undertaking. The various passages so freely quoted from Mr. HUSTLER'S different addresses to you, better evince its consequence, than any thing that can be here said upon it. The unusual width you have cut that part of the Canal already finished, and propose to cut the rest, for the accommodation of vessels in the thorough trade only, is a tacit, but direct declaration by yourselves, of the consequence you originally thought, and still think, the Canal, considered as a great and direct communication between the East and West seas; nay, your Committee, in their last report so often alluded to, not only acknowledge "this noble and leading object, in the original design," but depreciate, and almost in terms confess, the entire loss of the thorough trade, if this deviation take place. They tell you that the advantages to be derived from the thorough trade are likely to be divided by the intended ROCKDALE Canal, the course of which will be nearer than yours by fifteen or sixteen miles; and yet, that you may effectually put it out

out of your power to contend with this rival Canal, you are advised to carry yours still further round by fifteen miles more. Instead of shortning that difference of distance, which at present perhaps is an object not of much weight, considering the advantages attending the navigating your Canal the whole length with the same vessels from HULL to LIVERPOOL, which can never be done by the ROCHDALE Canal, you are advised to double it; and by that means give a decided advantage to this Canal, in this trade, which is all along confessed, boasted, and acted upon, at an amazing expence, as the prime and leading object of your undertaking. And for what are you to make so decided, so unbecoming, a desertion from your original grand design? For no more than an advantage in your internal trade, *trifling*, compared with the *great* object, even if you estimate that advantage according to the representation of the Proprietors, who would persuade you to this dereliction; for in the last report of the Committee they acknowledge that a disadvantage must attend the trade from LEEDS to LIVERPOOL in consequence of the

the deviation; "but" (speaking in the most doubtful and guarded terms) "from what is mentioned in the two last paragraphs" (which advert to the ROCHDALE Canal, and the internal business) "*it is presumed* the Company will not SUFFER MATERIALLY thereby." If there be any truth in what you have been so frequently convinced of, and in what you are now once more warned of, the Company will not only suffer but *very materially indeed* by the Deviation.

Your Engineer, it appears, when the Report was made, had completed no regular survey and estimation of the difference of the expence of the two lines, yet had seen enough to enable him to say the proposed deviated Line would exceed the expence of the other, by *eight or ten thousand pounds*. At your last meeting at BRADFORD, it was submitted to the Proprietors then present, whether the difference of the expence might not be twice or three times as much as the sum mentioned. The Engineer has now completed his survey, &c. and computes the difference at about *fifty-eight thousand pounds*, as I am informed from
very

very good authority ; and you are able to judge from the *real* expence of most works, compared with *estimates* before they are begun, whether the difference may not in the end most likely far exceed that sum. Of course the Engineer calculates merely upon the expence of the works , so that you should add to that, the expence of an application to Parliament, under a certainty of great opposition, salaries of agents, &c. during the completion of this work. And besides, what is perhaps almost as material, if not more so to the Concern, as the increase of the expence, taking it, as most likely you will find it, at twice *fifty-eight thousand pounds*, you must, of course, be much longer in finishing your Canal.*

The disadvantages attending the deviated Line already observed ~~upon~~, will no doubt deter you, if you examine at all into the matter, from finally adopting it. And yet there is another very material one, which might possibly be the consequence of your taking the Canal by the way of WIGAN.—

* The workmen now employed upon the Canal have so nearly finished the work which they can be set upon until it is known whether the deviation is to take place or not, that it will be difficult to keep them employed until that can be known by an application to Parliament.

What is here alluded to, is the prospect of the SANKY CANAL, being extended by a short cut to that place, which may be done at a very trifling expence, and then that Canal would afford a much cheaper conveyance to LIVERPOOL from WIGAN than your Canal, and might be a very powerful rival to yours in the carriage from that place.

*** In short, the deviation, if adopted, will not enable you to serve the consumption of lime, &c. at Bolton, and the places communicating with that Canal; it will most certainly and undoubtedly, at all events, deprive you of supplying the very great demand for lime, coals, stone, and slate, which there would be in the country for many miles on each side of the Canal, Westward of Whally. If ever the ROCHDALE Canal, on either of the proposed lines, should be completed, it will, beyond all doubt, deprive you of all advantages from your Canal, as a communication of the two seas; which you ought still to consider as the grand leading object; and it will cost you a large sum of money, and of course,*
the

*much more time, to cut the Canal upon
the deviated, than the Parliqmentary Line.*

THOMAS WHYMAN.

GOWTHROP, DECEMBER, 1792.

P. S. It perhaps will be asked why I, who have so little property embarked in this concern, and even that of very late standing, should interest myself so much about it? If what I have said be founded in reason, it will be thought worthy of attention, without considering from what quarter it comes. I shall not wonder if it be insinuated, that being agent to Mr. *Shuttleworth*, a great coal owner upon the Line, I am more concerned for his interest than that of the Company. The fact is, I feel myself much concerned for both; the interest of Mr. *Shuttleworth* and the Company is the same. The encrease of his sale of coal will be the increase of the Company's tonnage. Both lines go through the midst of his estates; therefore if the sale of coal will be greater on one line than the other, that is the line by which he, as well as the Company, will be most benefited.